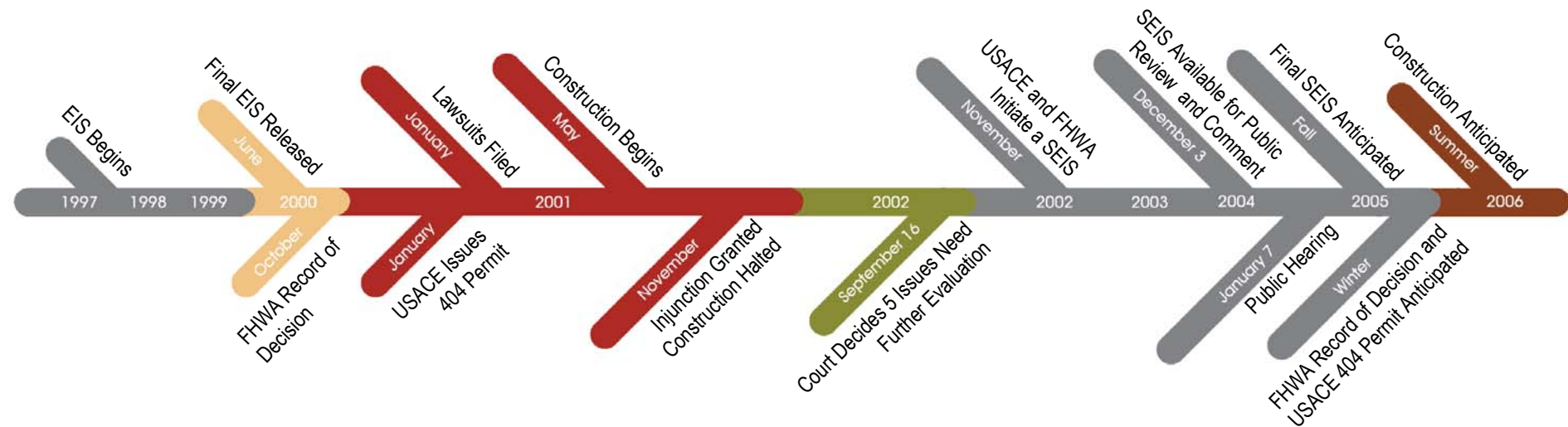


Communicating Concepts: Legacy Parkway and Preserve Public Hearing/Open House



Nicole Donegan, Public Involvement Specialist, HDR Engineering
Joe Walker, Legacy Parkway Public Relations Manager, Wilkinson Ferrari & Company
Shawn Frye, GIS Specialist, HDR Engineering

Project Timeline



Five Issues the Court determined needed Further Evaluation

1. Feasibility of the Denver & Rio Grand Alignment
2. Sequencing of the Legacy, Transit, and I-15 North Projects
3. Integration of Transit
4. Right-of-Way Width
5. Wildlife Impacts

Roles and Responsibilities

Utah Department of
Transportation
(UDOT)

Project Sponsor

Lead Agency for Legacy Environmental Impact Statement

Federal Highway
Administration
(FHWA)

Deciding Agency For Legacy Record of Decision

Joint Lead Agency for Legacy Supplemental Environmental
Impact Statement (SEIS)

United States Army
Corps of Engineers
(USACE)

Permitting Agency for Legacy 404 Permit

Joint Lead Agency for Legacy Supplemental Environmental
Impact Statement (SEIS)

9th District Court

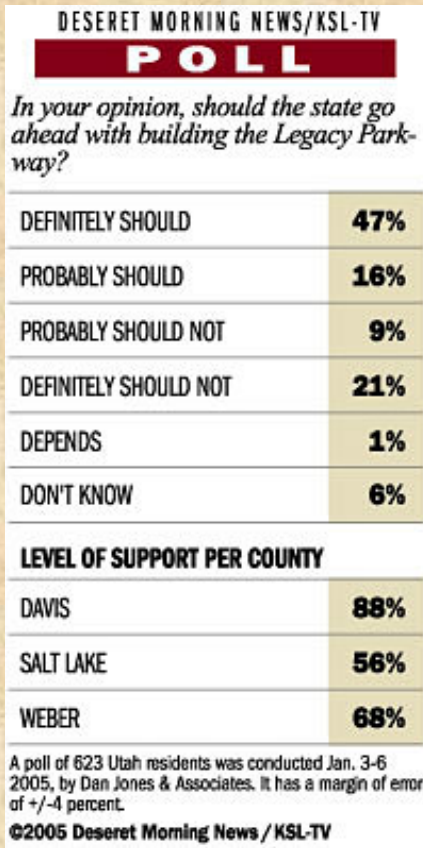
Deciding Agency for the Legacy Supplemental Environmental
impact Statement

Consultants and Subconsultants

“The Team”

HDR Engineering	UDOT Consultant Program Management Team Prime for EIS Technical Support for Legacy SEIS
Jones and Stokes	FHWA and USACOE Consultant Prime for Legacy SEIS
Wilkinson Ferrari and Co.	Public Relations Subconsultant to HDR for UDOT Dedicated Legacy Public Relations
Penna Powers Brian and Haynes	Graphic Subconsultant to HDR for UDOT
Fehr & Peers Traffic Engineers	Traffic Subconsultant to HDR for UDOT
SWCA	Environmental Subconsultant to HDR for facilitation and Environmental Services.

Communications Challenge During SEIS



Could UDOT promote the project to the public when the joint lead agencies were telling the public they were taking a fresh look?

- Keep the media apprised of project milestones
- Take public opinion polls to show public support for the project as a whole
- Work with the existing advisory committee and local governments to gauge their support
- Solicit public input
- Plan for the release of the SEIS

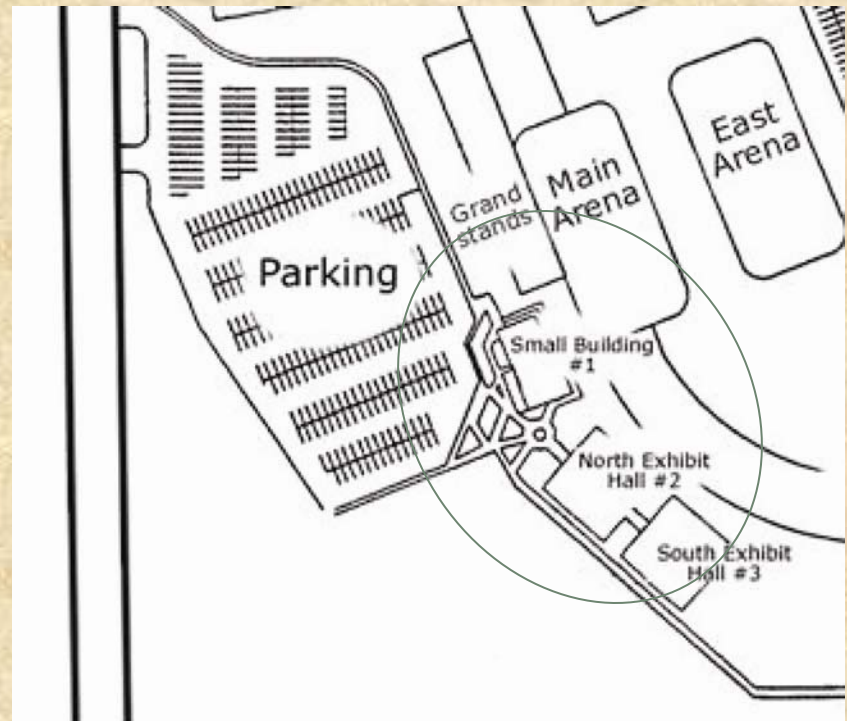
Message-

UDOT is working with the joint lead agencies to take a fresh look at the Legacy Parkway and Preserve Project.

The Release of the SEIS

Finding an adequate location for the Public Hearing/Open house

- Room for both the open house and public hearing to happen concurrently
- Room to accommodate over 1000 people
- Meet the approval of the joint federal agencies
- Adequate parking
- Overflow area
- Near the project area
- Easily accessible by public transit



Davis County Fairgrounds

The Open House Key Vendors

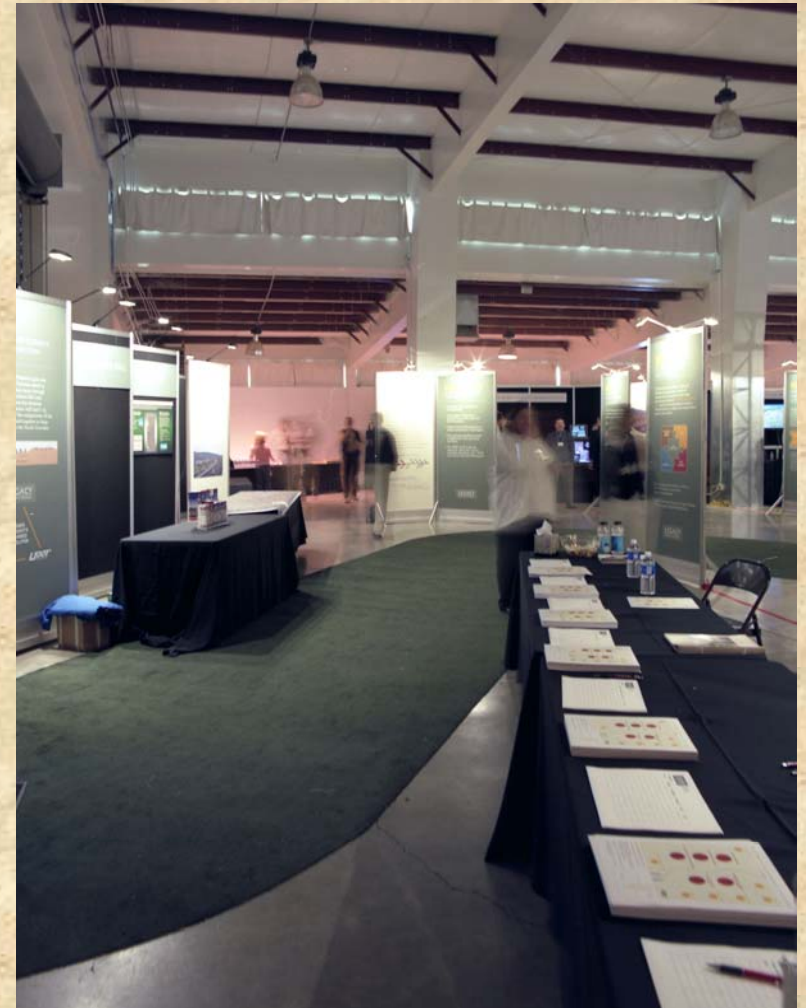
- Webb Audio-Visual
- Modern Display
- Diamond Rental



LEGACY

PARKWAY & PRESERVE

Sign-in



Displays

WHAT'S NEW

IN THE NORTH CORRIDOR
SINCE THE FEIS?

- Commuter Rail is on the way to construction
- A Bus Rapid Transit line is planned between Salt Lake City and Farmington
- Transit Oriented Development is being implemented in Farmington
- The projected population growth is slightly lower than previously forecasted
- The WFRC travel model was improved, taking into account successful experiences with TRAX and Transit Oriented Development

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DEVELOPMENT



TRAFFIC



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GROWTH



OPTIONS



WHY

DO WE NEED LEGACY PARKWAY & PRESERVE?

As traffic demand grows along the North Corridor, so does public support for the project.



Nelson Ballard
Davis County Resident

"I don't even go on the freeway between about 3:30 and 5:30 at night because there's so much traffic on it, I just plan my time around it."



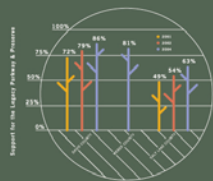
Kris Edwards
School Nurse

"Look at the highway during the rush hour. There's one main corridor and if there is any little glitch in that corridor it stops everything. There's no way to get in and out of Davis County without I-15 and there might be an alternate route."



Jim Montgomery
Horse Trainer

"You have got to be realistic about things. We're gonna be at a standstill if we don't build that highway."



Results based on telephone surveys conducted by Davis County and Associates in 2002, 2004 and 2005. Margin of error 15%.

LEGACY
PARKWAY & PRESERVE

Multi-media tools in "Purpose and Need"

- Projected Land Development Time-Lapse Photo-Match
- Traffic Animation



Maps

LEGACY PARKWAY & PRESERVE

WHAT IS LEGACY PARKWAY & PRESERVE?

Legacy Parkway & Preserve is a 14-mile roadway and trail system through southern Davis County. The Parkway connects to I-215 near the existing Redwood Road interchange in North Salt Lake and ties into U.S. 89 and I-15 in Farmington. Many alternatives were considered, including a No-Build Alternative.

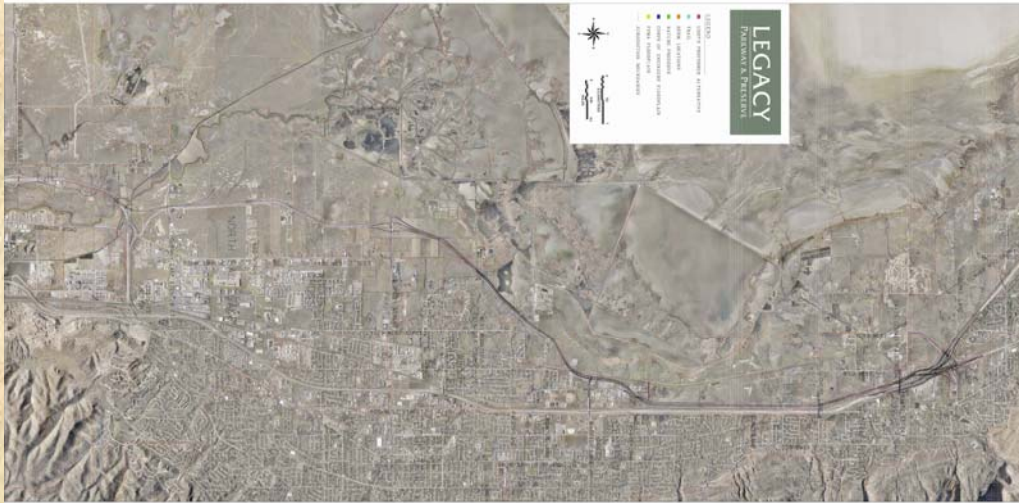
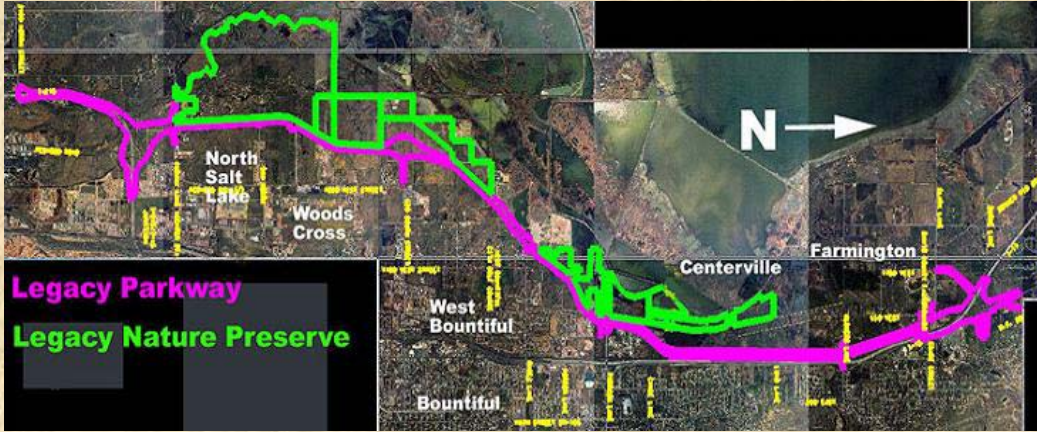


LEGACY
PARKWAY & PRESERVE

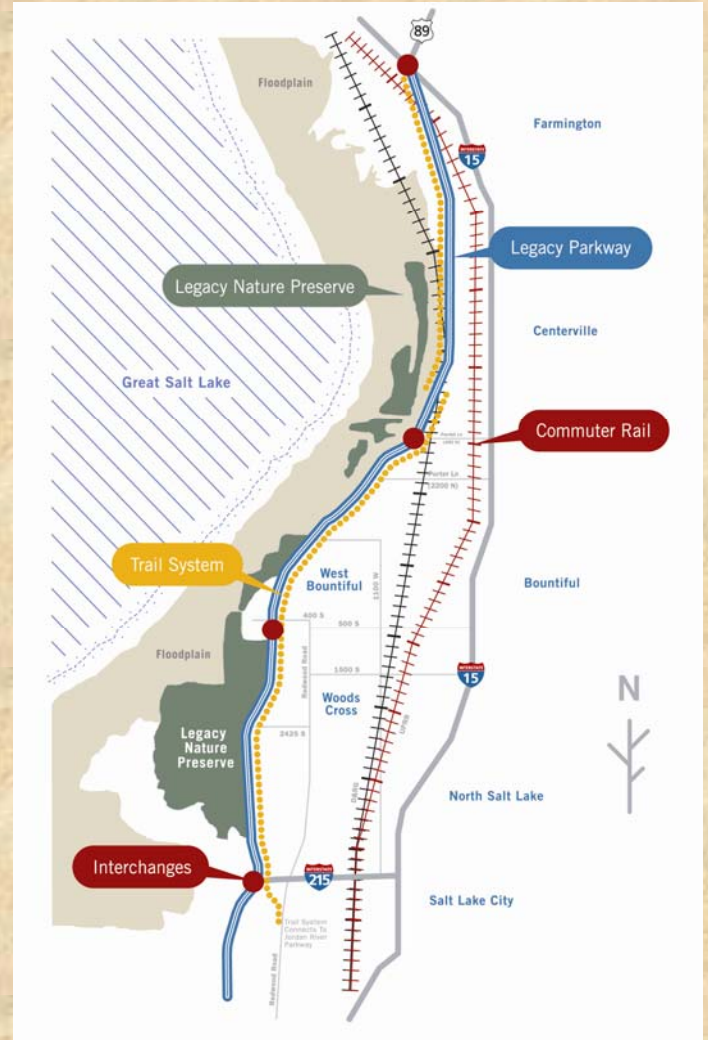


LEGACY
PARKWAY & PRESERVE

Before



After

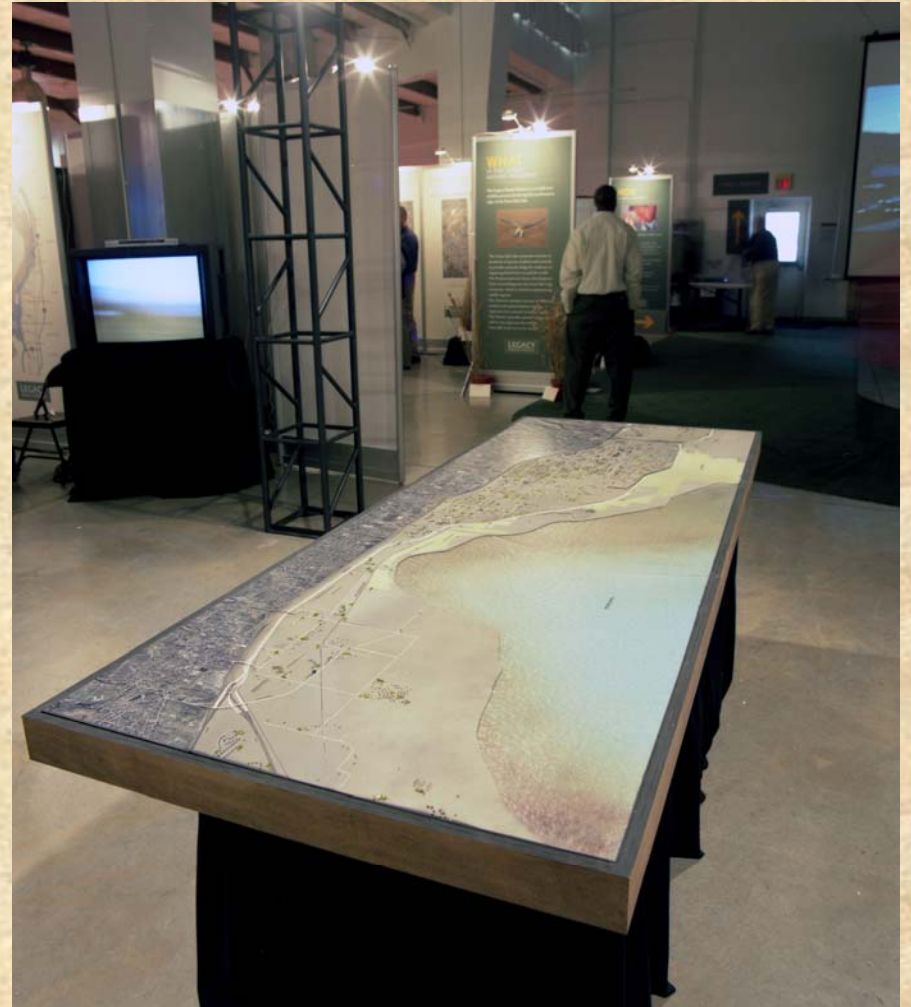


The Center Attraction

UDOT's Preferred Alternative



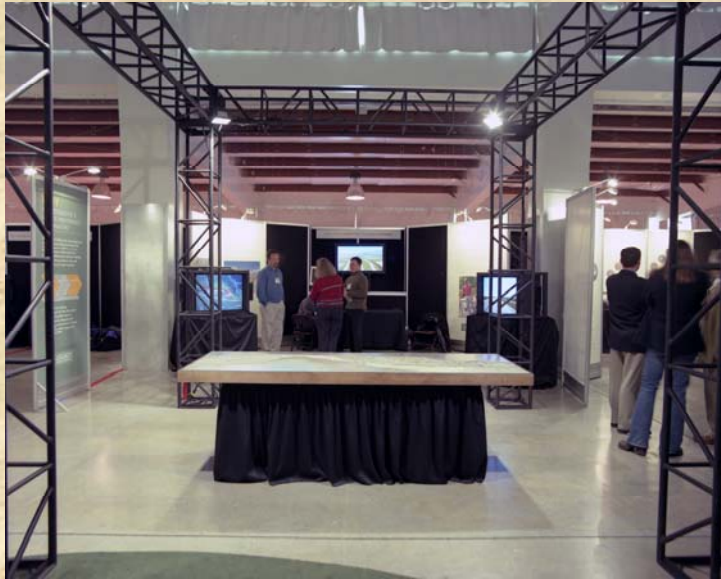
The Physical Model



LEGACY

PARKWAY & PRESERVE

Other Multi-Media Tools



- Project overview DVD with plan-view animation and 3D interchange
- Real-time traffic animation
- Looped animation of roadway from various viewpoint:
 - Trail
 - From perspective of drivers
 - From above looking down

INTERCHANGES

There are **four access points** to Legacy Parkway

- I-215 interchange (southern end)
- 500 South interchange
- Parrish Lane interchange
- U.S. 89 and I-15 interchange (northern end)

Legacy Parkway at the I-215 Interchange



I-215 in northern Salt Lake City will change significantly from its current configuration, flowing directly into Legacy Parkway just west of the Redwood Road interchange. Drivers will need to make a choice to continue along I-215. The Legacy Parkway Trail begins here with a connection to the Jordan River Parkway Trail.

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LEGACY PARKWAY TRAIL SYSTEMS



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SEIS Focus

5 Limited Deficiencies Identified by the Courts

WHAT

IS IN THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT?

In September 2002, the 10th U.S. Circuit Court of Appeals determined that the Final Environmental Impact Statement for the Legacy Parkway & Preserve Project needed more analysis on five issues:

1. A narrower right-of-way.
2. Denver and Rio Grande (D&RG) alternative
3. Integration of mass transit
4. Sequencing of the Shared Solution components
5. Wildlife Analysis

The Federal Highway Administration and the U.S. Army Corps of Engineers are joint lead agencies directing the Supplemental EIS. UDOT is the project sponsor and supporter.



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LEGACY

PARKWAY & PRESERVE

DENVER AND RIO GRANDE RAILROAD CORRIDOR

The Denver and Rio Grande Railroad (D&RG) regional corridor was considered in the Final EIS, but was not carried forward for detailed analysis because of impacts it would have on existing communities and the associated high cost.

D&RG ALIGNMENT



Before

After

The D&RG regional corridor was re-examined in the SEIS. Five alignments were developed and evaluated within the regional corridor. All of the D&RG alignments follow the D&RG tracks for varying distances but come together on the same alignment as Alternative E north of Parrish Lane.

LEGACY
PARKWAY & PRESERVE

TRANSIT INTEGRATION



Land use with commuter rail stations and trails linking to transit locations (dark red lines)

SEQUENCING

How will the sequencing of transit and Legacy Parkway affect your drive time?



If commuter rail and Legacy Parkway are both built by 2008, the estimated drive time on I-15 from I-215 to U.S. 89 would be 10 minutes.



If commuter rail is completed by 2008 but Legacy Parkway isn't completed until 2011, the estimated drive time on I-15 from I-215 to U.S. 89 would be 17 minutes.

How will the sequencing of transit and Legacy Parkway impact your drive time during I-15 reconstruction?



With Legacy Parkway, I-15 would not need to be reconstructed until 2011 and estimated travel time on I-15 from I-215 to U.S. 89 would be 23 minutes.



Without Legacy Parkway, I-15 reconstruction would begin in 2008 and estimated travel time on I-15 from I-215 to U.S. 89 would be 54 minutes.



Before and after photo match to show residential impacts.

Integration maps showing transit stops with projected walking distance highlighted

Sequencing graphic with travel times to show how different construction sequencing would impact drivers.

Other Multi-Media Tools

- Before and after photo match in neighborhood adjacent to the D&RG alignment
- Traffic simulation of integrated transportation options in the corridor
 - Transit
 - I-15
 - Parkway
 - Trail
- GPS PowerPoint of habitat types
- Satellite imagery video of lake levels over time



The Nature Preserve

Informational Tools:

- Dried plant specimens with description cards
- A tank of water from the preserve with living organisms
- Microscopes and magnifying glasses to view the tank water and brine shrimp
- A globe with migratory flight patterns mapped with colored string



The Nature Preserve Informational Tools:

- A looped video of the nature preserve with instrumental music and natural sounds.
- A food web
- A bird wall defining the common bird species
- Development maps of the area with and without the preserve



Closed Circuit TV



5 Methods to Provide Comments



E-mail comments-
Laptops provided



Fill out comment cards



Video comments



Have comments recorded
by a Court Reporter

5 Give testimony at the public hearing



Public Hearing Strategy

- 5 sign-in tables
- Individuals signed in and were given speaker cards
- The 3 next consecutive speakers were seated on stage to facilitate flow
- The rules were posted, stated at the beginning and repeated throughout the night
- A semaphore was used to tell speakers when to speak and when their time was up
- A court reporter and videographer both recorded comments



Other Unique features

- A 2700 sq. ft. overflow room with theater seating and a closed circuit display of the public hearing
- Bus shuttles from the bus stop to the event
- Heated outdoor port-a-johns
- Covered walkways between the buildings
- Vinyl outdoor signs
- Refreshments

Final Stats

- Attendance-450
- Staff-75
- Comments total-Over 1200
- Multimedia tools
 - Nearly 60 display panels
 - 5 Computer-generated animations
 - 2 PowerPoint presentations
 - 3 Movies
 - 1 Overview DVD
 - 1 Physical model



Other Public Involvement Tools

Project Tours-GIS/GPS

Legacy Nature Preserve Collaborative Design Team



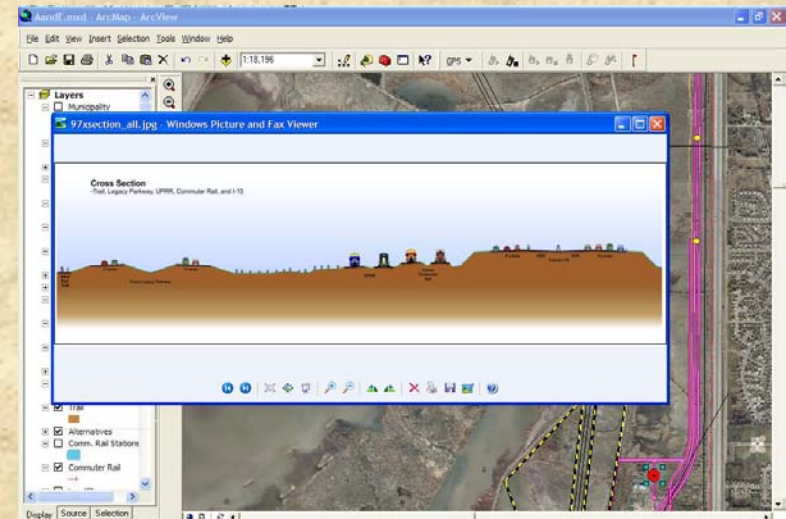
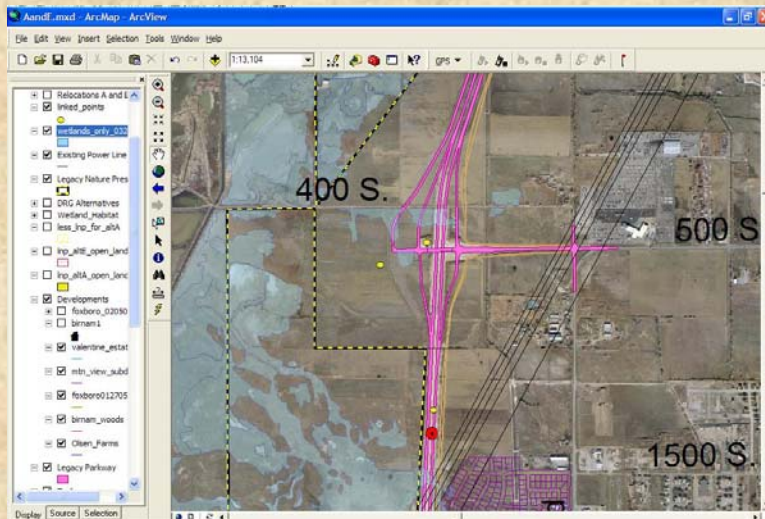
Legacy Parkway and Preserve Tours Using Mobile GIS/GPS

Increases the effectiveness of project tours by providing the exact location of the van in relation to important resources.



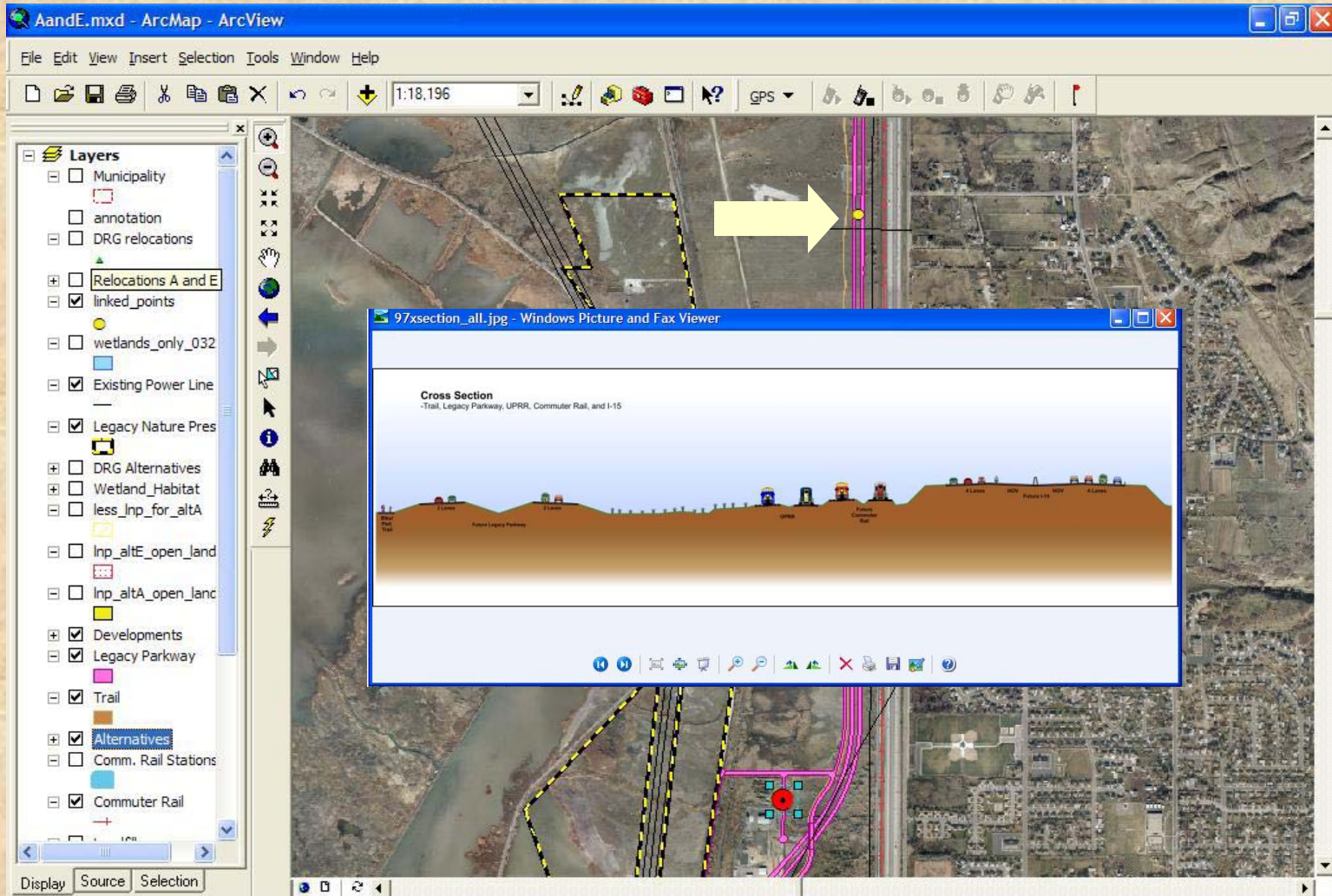
Legacy Parkway and Preserve Tours Using Mobile GIS/GPS

- Why provide tours?
- Who goes on the tours?
- What information is displayed?



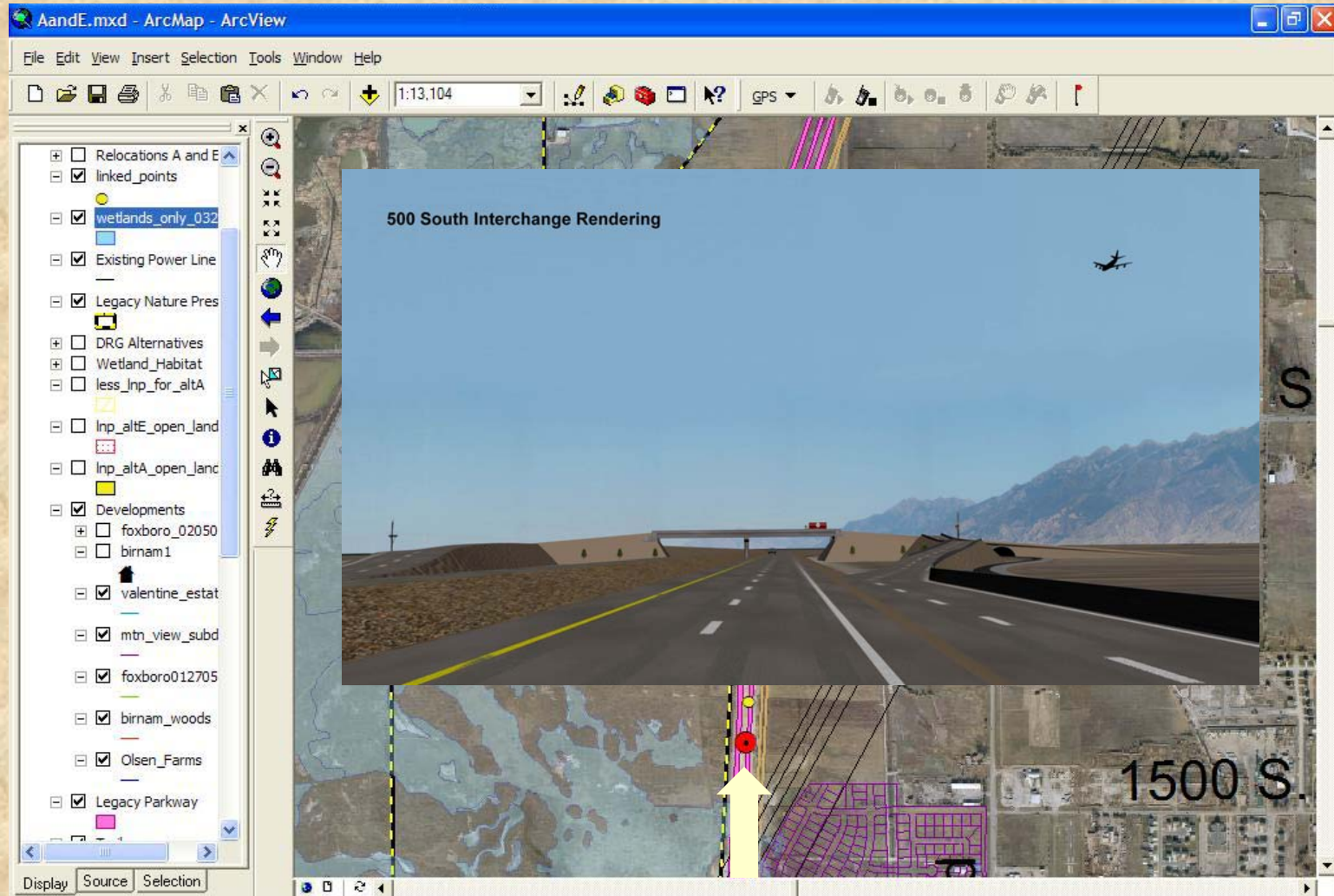
LEGACY

PARKWAY & PRESERVE



LEGACY

PARKWAY & PRESERVE



Legacy Parkway and Preserve Tours Using Mobile GIS/GPS

- The system can be run by the driver or passenger on a tablet PC with a touch screen
- The tablet PC and GPS unit can also be easily removed from the van for more detailed field analysis



Legacy Parkway and Preserve Tours Using Mobile GIS/GPS

- The use of the mobile GIS/GPS system has proved to be very effective
- Tour participants aren't confused as to where they are in relation to the project
- Misconceptions of the project are corrected – All wetlands are not lush open water areas with ducks

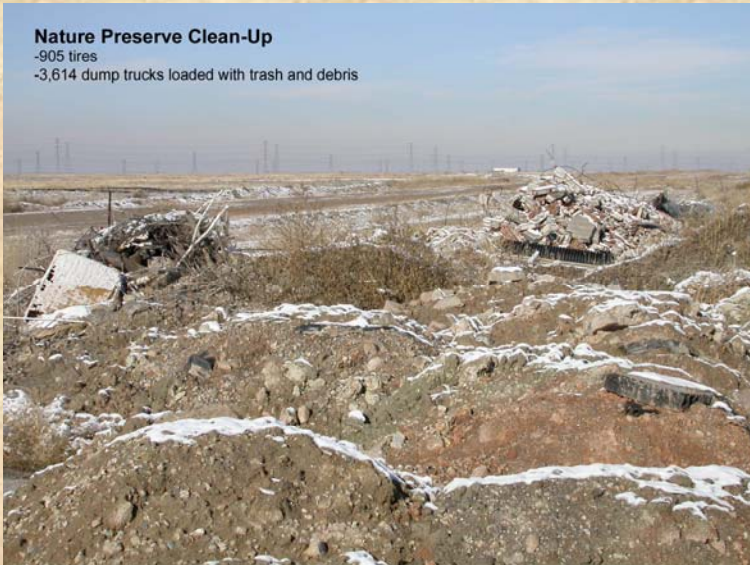
Eagles Nest

- Installed by UDOT, DWR, and Pacific Corp to replace a fallen cottonwood
- Home of northern Utah's most productive pair of nesting eagles
- 10 fledgling eagles have been trained in the UDOT "tree"



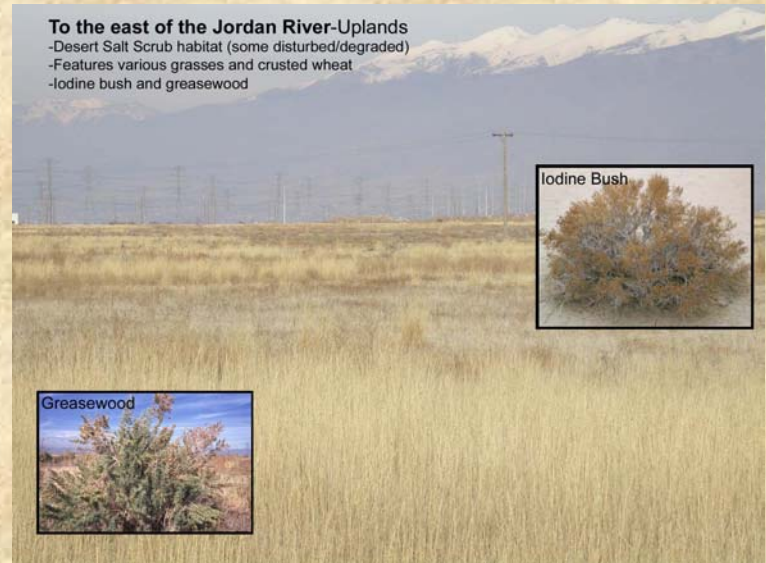
Nature Preserve Clean-Up

- 905 tires
- 3,614 dump trucks loaded with trash and debris



To the east of the Jordan River-Uplands

- Desert Salt Scrub habitat (some disturbed/degraded)
- Features various grasses and crusted wheat
- Iodine bush and greasewood



Legacy Nature Preserve

Collaborative Design Team

UDOT has established a Collaborative Design Team to develop procedures for ongoing and future management of the Legacy Nature Preserve. Major stakeholder groups include:

- Friends of Great Salt Lake
- The Nature Conservancy
- Great Salt Lakekeepers
- Sierra Club
- Foundation for the Provo-Jordan River Parkway
- Utah Society for Environmental Education
- Bear River Bird Refuge
- Farmington Bay Waterfowl Management Area
- Utah Division of Wildlife Resources
- Utah Department of Transportation
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- Federal Highway Administration



The Team is now developing the vision and management objectives for the Preserve. These will help to structure the adaptive management and implementation plans required by the Section 404 Permit.

Questions or Comments??

Nicole Donegan, Public Involvement Specialist
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Joe Walker, Legacy Public Information Officer
Wilkinson Ferrari & Company, JBWalker@utah.gov

Shawn Frye, GIS Specialist
HDR Engineering, Shawn.Frye@hdrinc.com